

Ravalli County Airport Advisory Board

Recommendation for Airport Improvement

16 February 2009

The Ravalli County Airport Advisory Board is recommending the commissioners adopt alternative four as described in the Environmental Assessment dated Oct, 2008 AIP # 3-30-0037-005-2003 but compromising on runway length by supporting a 4200 foot runway with 500 foot overruns rather than a 5200 foot runway but retaining the option for a future 5200 foot runway if ever needed. The Advisory Board is rejecting alternatives one, two, and three for the following reasons:

Alternative 1: No Action: This alternative would not meet the FAA Designed Safety Standards for the aircraft currently using Ravalli County Airport and would not allow for more ramp and hangar space to accommodate future needs. Choosing this alternative would jeopardize future FAA funding requiring the county to fund all future airport projects.

Alternative 2: Relocate Runway 80 feet east: This alternative would result in closing the airport during the construction period essentially closing the businesses located on the airport which rely on aircraft having access to Ravalli County Airport. This alternative would require removing current hangars which would be penetrating the Transitional Surface. This alternative would not provide additional ramp space and reduce hangar space. In addition, this alternative would hamper the Forest Service's fire fighting capability thereby increasing air pollution (wood smoke) as a result of a closed runway during fire fighting season. The Forest Service operation at Ravalli County provides a large amount of income to Ravalli County and the Ravalli County Airport. Adopting this alternative would jeopardize the Forest Service Fire Fighting capability, Ravalli County Airport income revenue, and Ravalli County businesses income. In addition, The FAA would not fund this alternative and would jeopardize future FAA funding requiring the county to fund all future airport projects.

Alternative 3: Relocate the Runway 240 feet east and 600 feet north. This alternative does comply with FAA safety standards for aircraft currently using the Ravalli County Airport but it limits opportunities for additional ramp space which is needed now and hangar space which will be needed in the future. This alternative would limit revenue opportunities (the leasing of ramp and the hangar spaces) for Ravalli County Airport to remain self sufficient. This alternative would also allow for the preservation of the historic hangars located on Ravalli County Airport. It would also reduce the amount of land purchase thereby reducing the amount of gravel the airport would have at its disposal as a future revenue source.

This alternative could increase the amount of air traffic in the valley. Aircraft would land at Ravalli County Airport, drop off their passengers, leave for Missoula for a place to park, then return to Ravalli County Airport to pick up passengers and depart. With increased ramp space, these aircraft would land at Ravalli County, crew members would purchase fuel, eat in restaurants, rent cars, shop the

local merchants, and spend the night or nights and then depart. One landing and one takeoff would be the preferred alternative instead two landings and two takeoffs.

This alternative could be 95% funded by the FAA. The Montana Aeronautics 2 ½% match would be anticipated. The 2 ½% Ravalli County match would not be funded by the Ravalli County Aviation Safety Foundation.

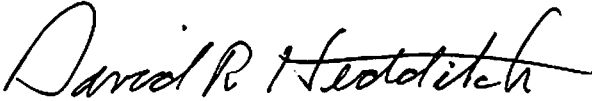
Alternative 4: Relocate the Runway 400 feet east and 600 feet north: This would comply with FAA safety standards and allow for future growth of hangar and ramp space. The Advisory Board recommends compromising from a 5200 foot runway to a 4200 foot runway with 500 foot overruns which would meet the FAA Safety Standards for 75% of the general aviation aircraft using the Ravalli County Airport.

This alternative would reduce traffic into and out of Ravalli County by providing aircraft a place to park. This alternative would provide for more ramp space and hangar spaces than alternative 3 producing more income for the airport and county businesses plus more tax revenue to the general fund. This alternative would require more land purchase and therefore more gravel to satisfy county requirements for the next twenty years. This alternative would increase airport revenue through the sale of gravel. This alternative would allow businesses at Ravalli County Airport to grow by providing more parking for their customers thus providing more jobs and prosperity.

This alternative would be 95% funded by the FAA, 2 ½% anticipated from Montana Aeronautics, and the 2 1/2% Ravalli County match funded by the Ravalli County Aviation Safety Foundation.

Loosing FAA funding would be very detrimental to Ravalli County. Average FAA funding since 2001 has been \$375,000 per year. FAA Grant Assurances require the sponsor to keep the airport in good repair and without FAA funding, future costs would be the responsibility of Ravalli County.

Sincerely,



David R. Hedditch

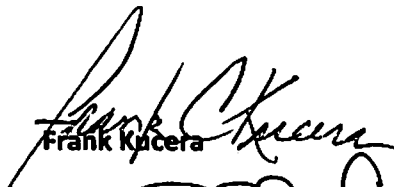


Fred Hasskamp

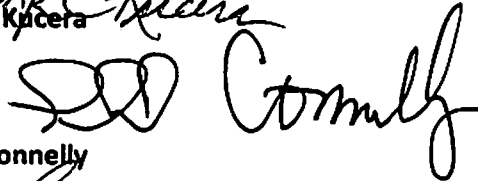


Judith Stewart

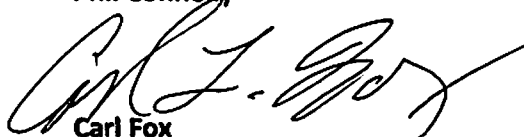
Tex Irwin



Frank Kucera



Phil Connelly



Carl Fox